

# DRAFT Bike Walk Central Corridor Action Plan

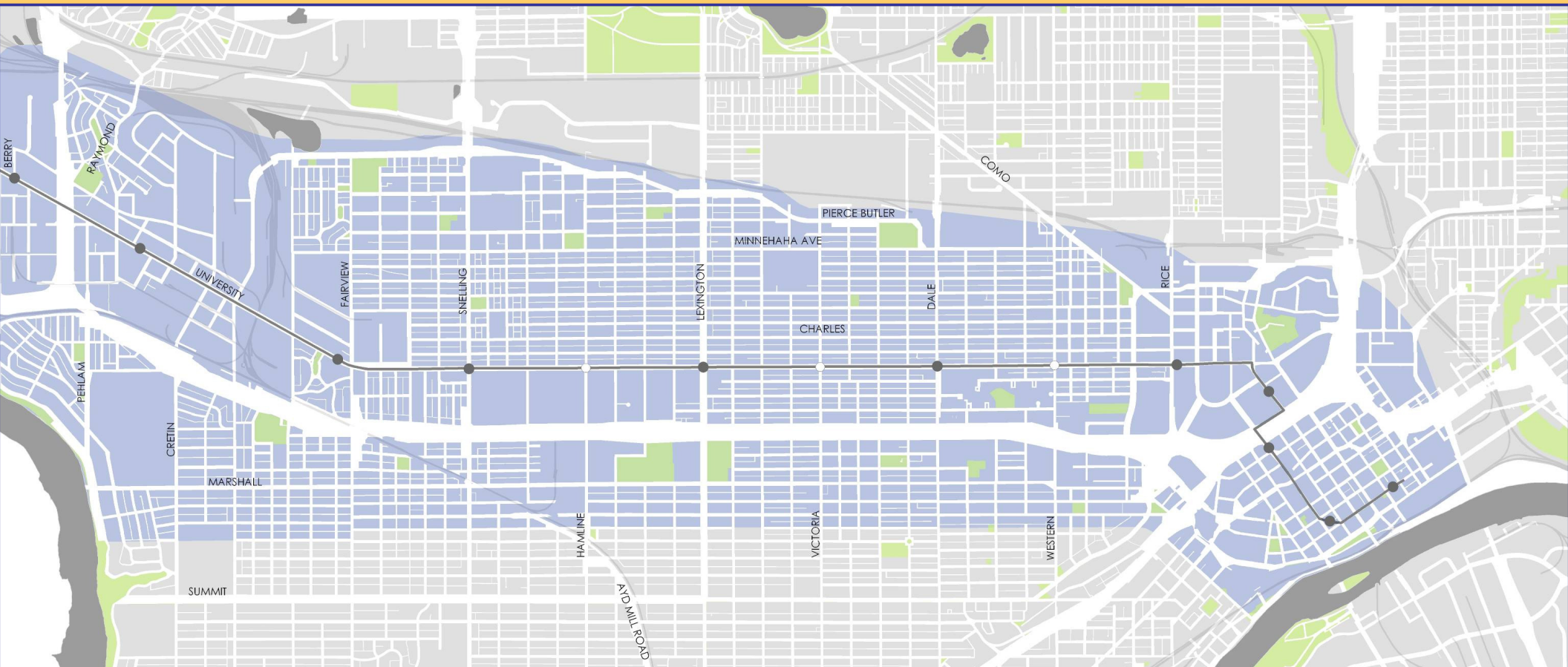
AN IMPLEMENTATION PLAN OF THE CENTRAL CORRIDOR DEVELOPMENT STRATEGY AND STATION AREA PLANS



OCTOBER 6 2009

## Study Area Boundaries:

- Western City Border (Emerald Street)
- Pierce Butler Route
- Selby Avenue
- Downtown (roughly to Lafayette Bridge)





## Process

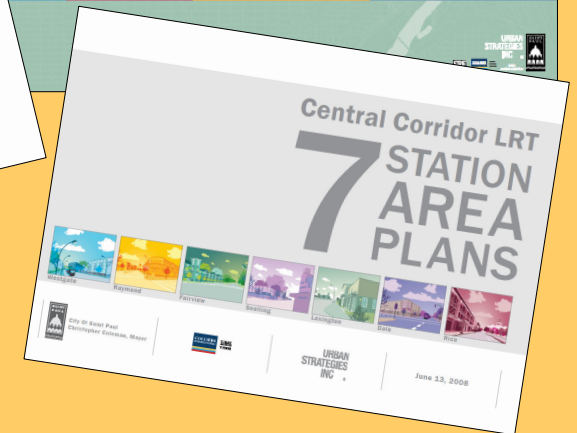
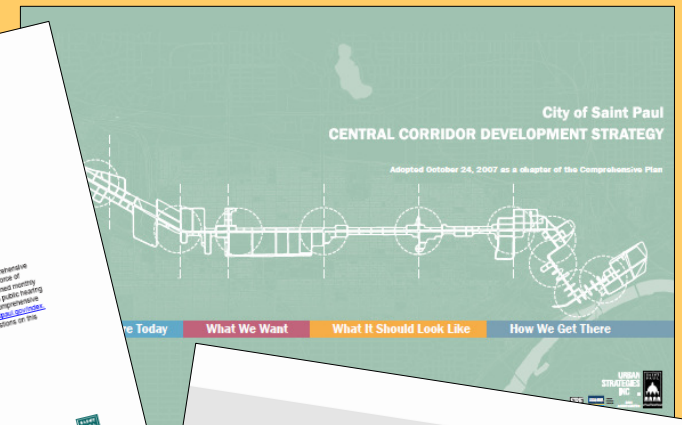
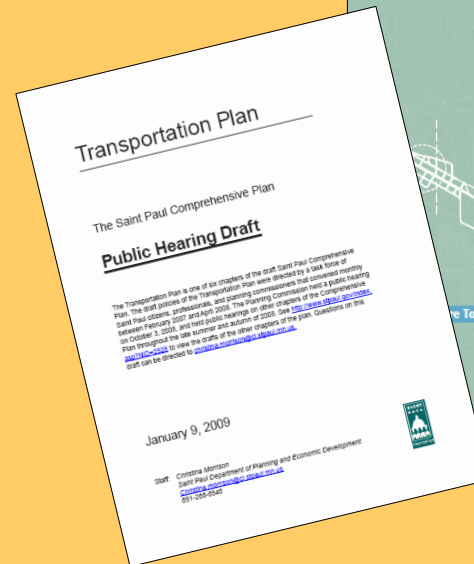
- Partnership between City Departments, community stakeholders
- Outreach through traditional meetings and non-traditional methods

## Context

- Foundation Plans
- Studied existing conditions and barriers for both bicycle and pedestrian mobility
- Refine previous planning efforts to determine priorities based on the stated objectives

## Content

- Goals & Objectives
- Bike Framework
- Walk Framework
- Priorities
- Illustrated Glossary

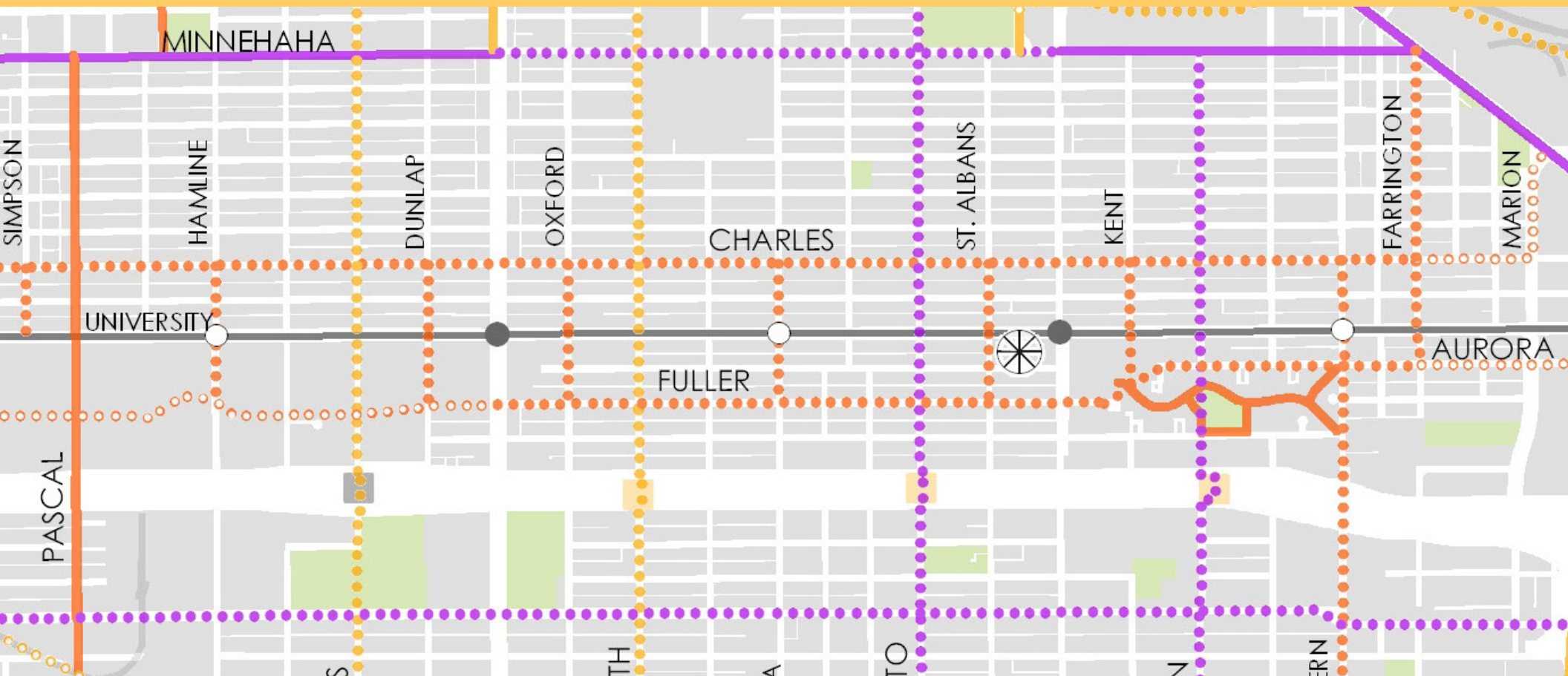


# Bike Framework

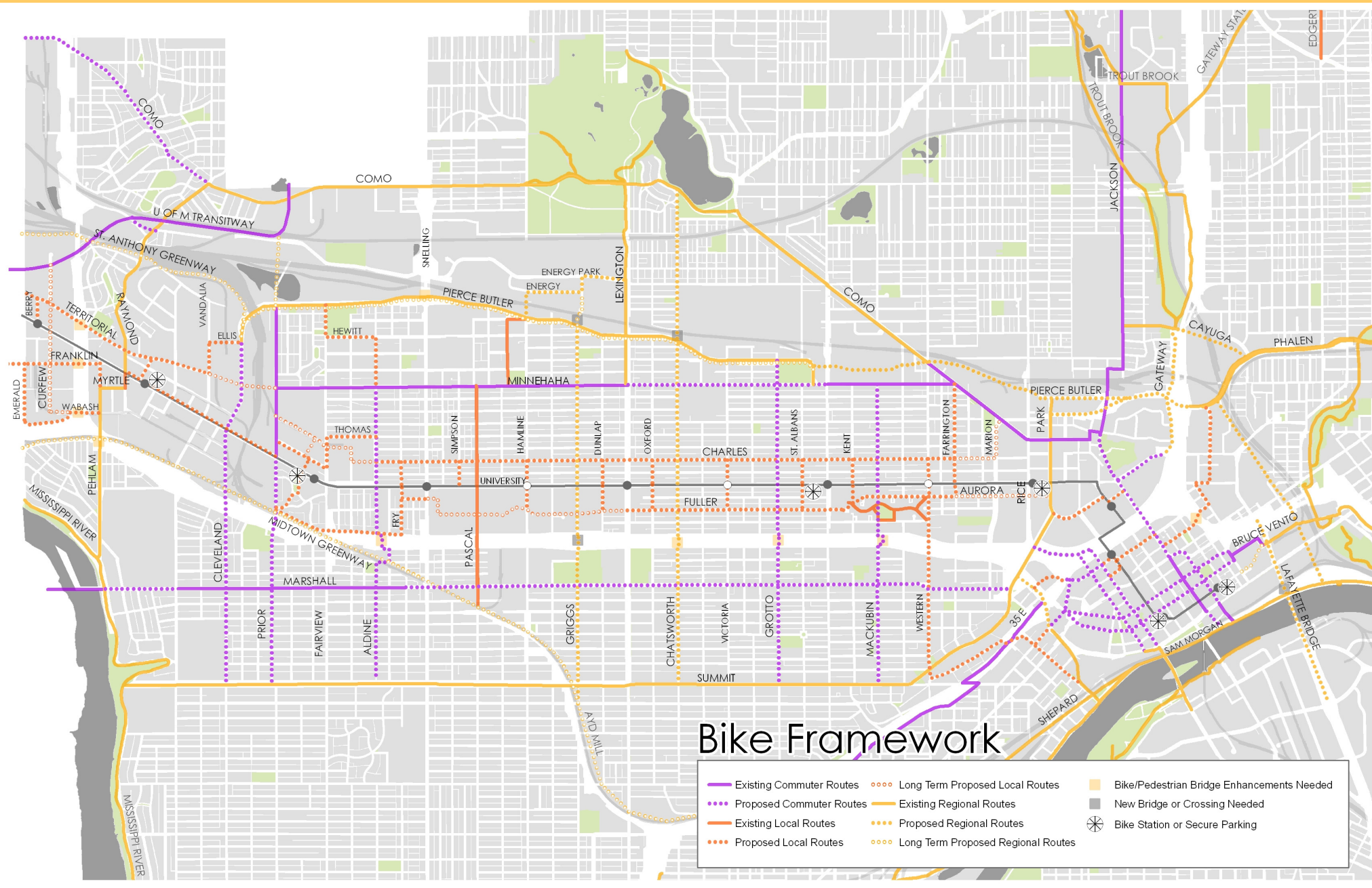
- Connects the Corridor to the greater city/region
- East-west and north-south movement
- Provides fine-grained connections from the route network to LRT on local streets
- Serves all levels of cyclists
- Creates a legible system
- Provides alternatives to University Avenue during and after construction

REGIONAL	PURPOSE:	Provide connections to the citywide or regional trail system
	PRIMARY USERS:	All users, novice to experienced
	FOCUS:	Shared transportation and recreation function; safety, user experience, improved travel time, and route continuity
	PREFERRED TREATMENTS:	Bike lanes and/or off-road trails
	SIGNAGE TYPE:	Informational kiosks, route sign, directional, button
	CROSSINGS:	Bicycle priority at minor crossings, signalized major crossings and all crossings downtown
	EXAMPLES:	Raymond Avenue, Summit Avenue, Pierce Butler Route, Sam Morgan Trail, Bruce Vento Trail
COMMUTER	PURPOSE:	Provide transportation routes for daily trips
	PRIMARY USERS:	Average to experienced users
	FOCUS:	Transportation; improved travel time, and route continuity; continuous movement across barriers
	PREFERRED TREATMENTS:	Bike lanes, sharrows
	SIGNAGE TYPE:	Route sign, directional, button
	CROSSINGS:	Bicycle priority at minor crossings, signalized major crossings and all crossings downtown
	EXAMPLES:	Como Avenue, Minnehaha Avenue, Jackson Street, Sibley Street, 5th Street, 6th Street
LOCAL	PURPOSE:	Provide quiet routes for short trips, make connections to/from the bikeway system to local destinations and transit
	PRIMARY USERS:	All users, novice to experienced
	FOCUS:	Short neighborhood connections linking commuter and regional routes to destinations
	PREFERRED TREATMENTS:	Bike boulevard
	SIGNAGE TYPE:	Neighborhood traffic circles for wayfinding, route sign, directional, button
	CROSSINGS:	Bicycle priority at minor crossings (stop signs), median refuges at major crossings
	EXAMPLES:	Charles Avenue, Fuller Avenue, Aurora Avenue, 9th Street, 10th Street, Smith Avenue
PARKING	PURPOSE:	Secure storage and facilities at local and major destinations, and at transit stations/stops
	PRIMARY USERS:	All users, novice to experienced
	FOCUS:	A mix of short- and long-term storage to meet a variety of parking demands
	TYPES OF FACILITIES:	Racks, lockers, covered parking; full bike "station" with secure storage, showers, bike repair, bike rentals
	EXAMPLES:	Union Depot, Fairview Station Area, Raymond Station Area

## Bike Framework: Hamline, Victoria, and Western







## Bike Framework

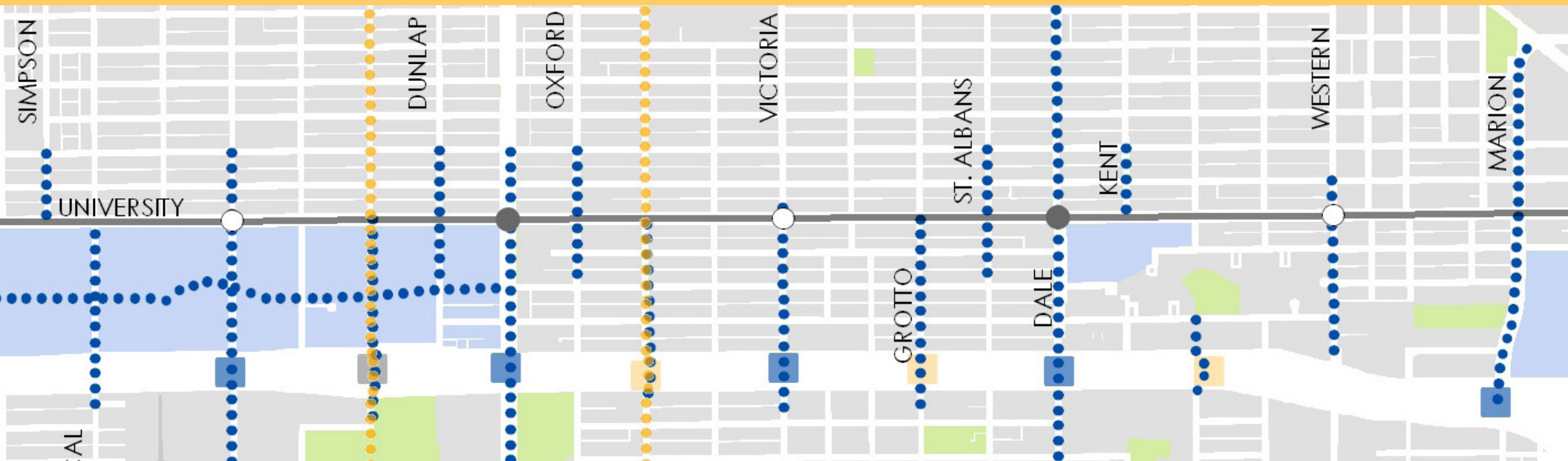
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|--------------------------|------------------------------------|--|
| Existing Commuter Routes | Long Term Proposed Local Routes    | Bike/Pedestrian Bridge Enhancements Needed |
| Proposed Commuter Routes | Existing Regional Routes           | New Bridge or Crossing Needed              |
| Existing Local Routes    | Proposed Regional Routes           | Bike Station or Secure Parking             |
| Proposed Local Routes    | Long Term Proposed Regional Routes |  |

# Walk Framework

- Based strongly in Universal Design principles
- Increase functional sidewalk width
- Add pedestrian-scale lighting, especially on bridges
- Use non-visual information to create safe crossings
- Apply appropriate signal timing
- Complete the street and sidewalk system

REGIONAL	PURPOSE:	Provide connections to the citywide or regional trail system
	FOCUS:	Shared transportation and recreation function; safety, user experience, and route continuity
	PREFERRED TREATMENTS:	Off-road trails
	SIGNAGE TYPE:	Informational kiosks, route sign, directional, button
SIDEWALK IN FILL	EXAMPLES:	Mississippi River Trail, Sam Morgan Trail, Bruce Vento Trail, Phalen Boulevard, Trout Brook Trail
	PURPOSE:	Add missing sidewalks and walkways to fill gaps in pedestrian connectivity
	FOCUS:	Shared transportation and recreation function; year-round safety, user experience, and route continuity
	PREFERRED TREATMENTS:	New sidewalks or walkways
STREETSCAPE IMPROVEMENT	EXAMPLES:	West Midway Industrial area, Midway Shopping Center, Sears Redevelopment site
	PURPOSE:	Maintain and enhance streetscapes to create more comfortable and attractive streets
	FOCUS:	Safety, user experience
	PREFERRED TREATMENTS:	Pedestrian-scale lighting, street trees, benches, amenities
BRIDGE IMPROVEMENT	EXAMPLES:	Bridges over Interstate 94, 5th Street, 6th Street, Streets accessing LRT station platforms
	PURPOSE:	Maintain and enhance bridges to create more comfortable and attractive pathways
	FOCUS:	Safety, user experience
	PREFERRED TREATMENTS:	Pedestrian-scale lighting, 14'-wide shared path
BRIDGE IMPROVEMENT	EXAMPLES:	Bridges over Interstate 94 and Highway 280, Lafayette Bridge

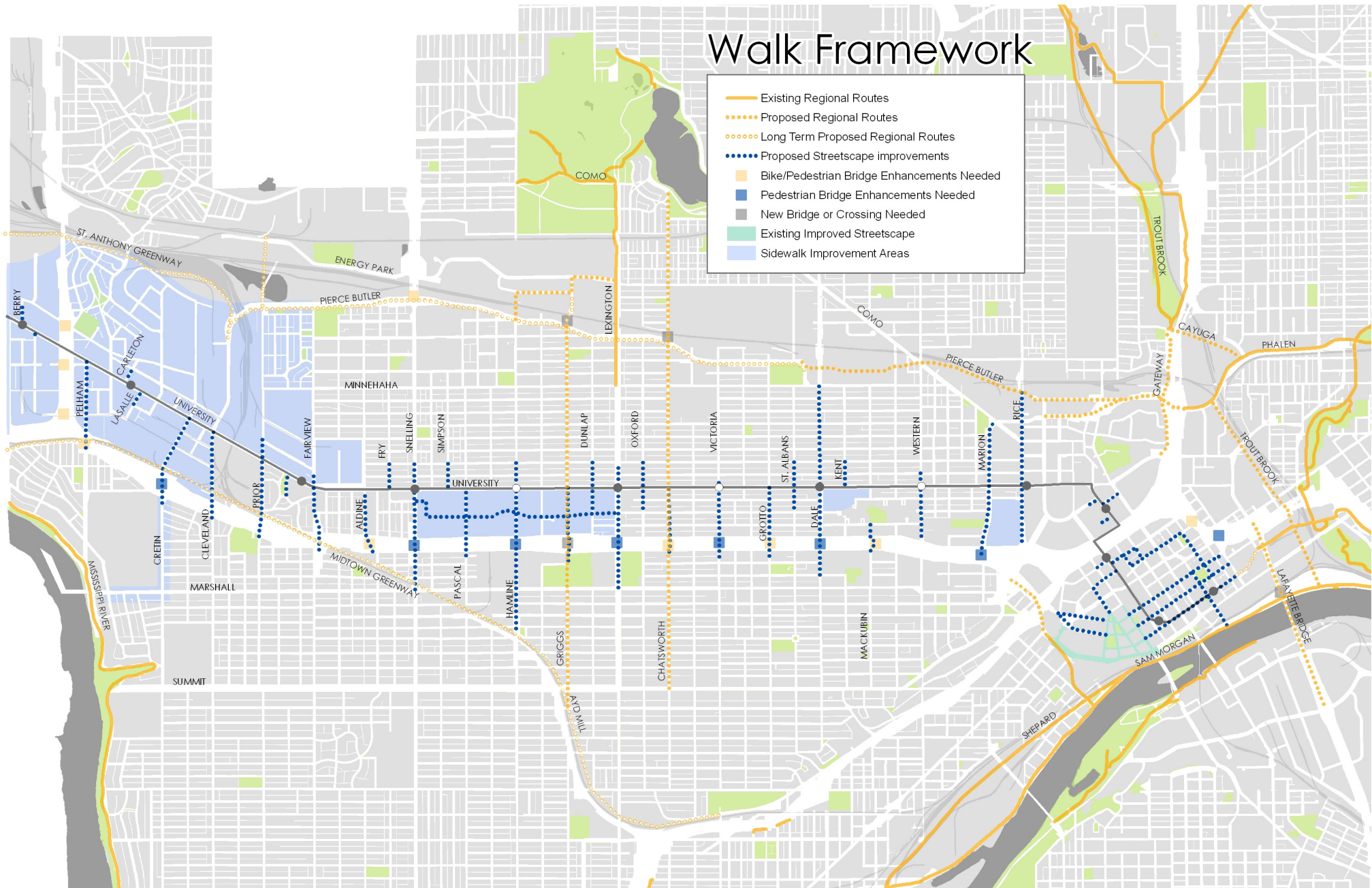
## Walk Framework: Hamline, Victoria, and Western





# Walk Framework

- Existing Regional Routes
- Proposed Regional Routes
- Long Term Proposed Regional Routes
- Proposed Streetscape improvements
- Bike/Pedestrian Bridge Enhancements Needed
- Pedestrian Bridge Enhancements Needed
- New Bridge or Crossing Needed
- Existing Improved Streetscape
- Sidewalk Improvement Areas



# Priorities:

## Bikeway System Priorities

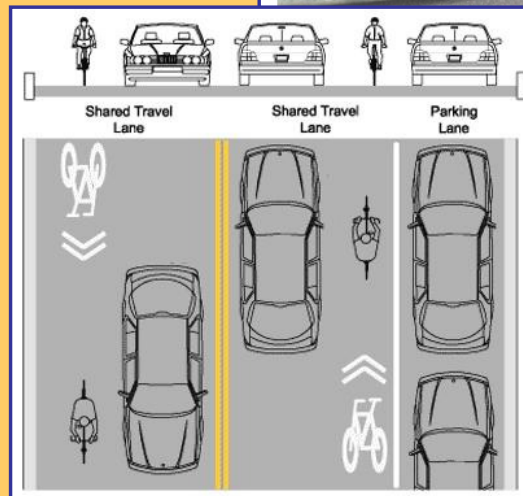
- Charles – bike boulevard, refuge islands at major streets
- Griggs – bike lanes/bike boulevard from Summit to Minnehaha
- Mackubin – bike lanes/bike boulevard from Summit to Minnehaha
- Marshall – bike lanes/share the road from Snelling to Summit
- Minnehaha – fill gap between Lexington and Dale

## • Pedestrian Priorities

- Streets leading to ends of station platforms
- Bridge enhancements

## • Corridor-Wide Needs

- Year-round maintenance
- Wayfinding
- Bike/Ped programming and staff



## Some Planning Questions for HVW Workshops

- Where could bike parking (racks and lockers) be located within the Station Areas? Are there opportunities to collaborate with specific businesses/organizations here?
- How can biking and walking be more safe and comfortable in the larger Station Area (approximately 1/4 mile radius)?
- Could bike or pedestrian wayfinding be combined or branded to create a unique sense of place? For example, the Raymond Station Area might have an “Arts Trail” to lead people through the Arts District near the station.
- How do bike/ped recommendations and public realm or open space concepts overlap?
- How can bike and pedestrian routes serve both transportation and recreation purposes?